

Traffic Safety Project Prioritization

- Crosswalk maintenance locations are prioritized based on the condition of the markings.
- Regulatory, guide and destination signs are prioritized for replacement based on age and condition.
- Signal preventative maintenance is currently on an annual cycle – every signal currently receives preventative maintenance once per year. With new funding, each signal would receive preventative maintenance twice per year, which is the industry standard.
- Beacons are currently maintained only in response to issues; with new funding, each beacon would receive preventative maintenance once per year.
- Signal cabinets and controller replacements are prioritized based on the age and functionality of the equipment.
- Warning beacon replacements are prioritized based on the age and condition of the equipment.
- The school beacon programming project would address all school beacon locations.
- The signal timing of each signal corridor is optimized approximately every six years. The schedule for each corridor may shift slightly in order to coordinate with paving, transit or other projects in the corridor.
- Traffic camera replacement is prioritized based on age and condition.
- Signal detection equipment replacement is prioritized based on age, condition, and the battery replacement cycle for the equipment, and replacement work is coordinated with other projects.

Pedestrian Master Plan/Bicycle Master Plan Implementation

CTAC recommended that funding for implementation of new facilities also include adequate on-going funding to maintain these facilities. In addition, they recommended that a portion of the funding from these programs be used for education and encouragement efforts related to walking and biking. CTAC also recommended that a portion of the BMP implementation funding be used to update the BMP in 2012-2013.

Pedestrian improvement projects are prioritized using the data-driven analysis of intersections and corridors in the Pedestrian Master Plan. The data and prioritization process reflect the plan's goals of safety, equity, vibrancy and health.

2011 PMP Deliverables:

- 50 crossing and safety improvements
- 25 pedestrian countdown signals
- 300 crosswalks remarked
- 10 school zone improvements
- 5 school walking route improvements
- 10 blocks of new sidewalk
- 280 curb ramps

- 22 blocks of sidewalk repair
- 3 stairway rehabilitation projects

With additional VLF revenue, we could deliver the following:

- Up to 20 additional crossing and safety improvements per year
- Up to 25 additional countdown signals per year
- Up to 11 additional blocks of new sidewalk per year
- Up to 10 new accessible pedestrian signals (VLF would provide match for state grant)

Specific locations would be selected using the PMP priorities.

Bicycle projects are prioritized based on Bicycle Master Plan (BMP) completion, safety, mobility, anticipated demand, and equity. Balancing factors include partnering opportunities, coordination with other projects, geographic balance and pavement condition.

2011 BMP Deliverables:

- 15 miles bike lanes and sharrows
- 30 miles signed bicycle routes
- 20 miles of trail inspection
- 10 trail spot improvements
- 25 miles of bicycle facility maintenance
- 9 maintenance and spot improvements
- 210 bike parking spaces
- New 2011 bicycle maps

With the full proposed VLF revenue, we could deliver the following:

- Up to 6 additional miles of new bike lanes and sharrows per year
- Up to 8 additional miles of signed bike routes per year
- Up to 165 additional bicycle parking spaces per year
- Up to 2.5 miles of neighborhood greenways per year

Specific locations would be identified using the bicycle prioritization criteria described above.